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“The Right to Information, The Right to Live”

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“Step Out From the Old to the New”

IS 1186 (1971): Shuttles for Hessian and Sacking Looms [TXD
14: Machinery for Fabric Manufacture]

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“ज्ञान एक ऐसा खजाना है जो कभी चुराया नहीं जा सकता है”

Bhartṛhari—Nītiśatakam

“Knowledge is such a treasure which cannot be stolen”



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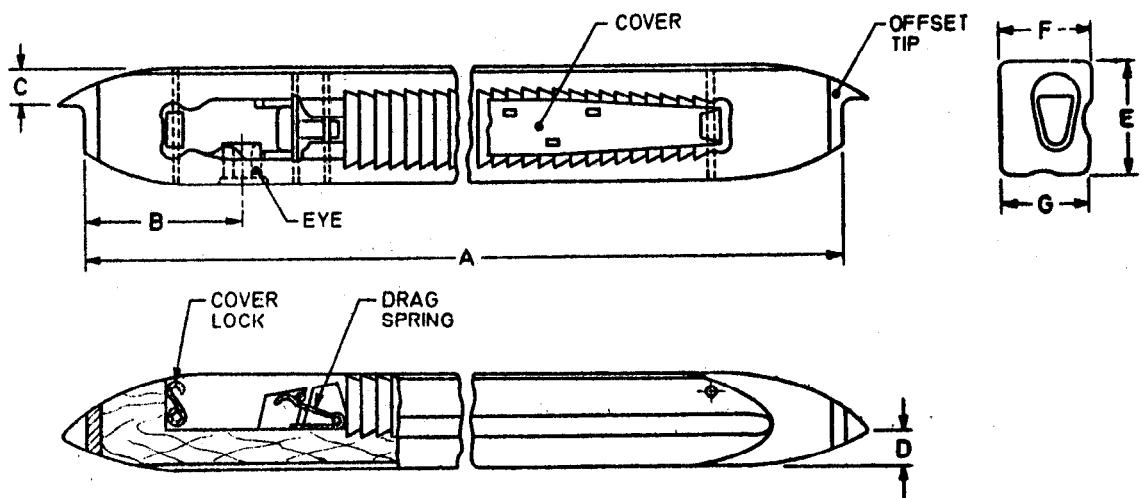


Indian Standard

SPECIFICATION FOR SHUTTLES FOR HESSIAN AND SACKING LOOMS

(First Revision)

1. Shape and Dimensions — As shown in Fig. 1.



Variety No.	Full Cap Dimensions		Shuttle Dimensions							Number of Grooves per 25 mm
	Overall Length of Cap Max	Cop Diameter Max	A	B	C	D	E	F	G	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
N ₁	304	47	515	85	22	20	67	54	52	4
N ₂	304	41	496	70	20	20	65	54	52	4
N ₃	304	45	496	70	20	20	65	54	52	4
N ₄	254	45	496	95	20	20	62	50	48	4
N ₅	254	41	496	95	20	20	62	50	48	4
Tolerance	—	—	±2	±1	±1	±1	±1	±0.5	±0.5	—

Note — The drag spring is not generally fitted in shuttle meant for sacking loom.

(All dimensions in millimetres)

FIG. 1 A TYPICAL SHUTTLE FOR HESSIAN AND SACKING LOOMS

2. Material — As agreed to between the buyer and the seller; the body of the shuttle shall be made of natural wood or solid compressed form or compressed laminated wood having solid wood as centrepiece and veneer lamination on the sides.

3. Shuttle Accessories — Various accessories used in making shuttles shall preferably conform to the relevant requirements laid down in IS : 5944-1971 ' Specification for accessories for use in shuttles for jute looms '.

4. Weight — The weight of the individual shuttles shall be $1\ 300 \pm 150$ g.

5. Workmanship and Finish

5.1 The wood for the manufacture of shuttles shall be fully seasoned [see IS: 1141-1958 ' Code of practice for seasoning of timber (*tentative*) '].

Note — If an agreement between the buyer and the seller so provides, the shuttles made of natural uncompressed wood shall be soaked in raw linseed, groundnut, mineral (spindle), or sperm oil immediately after manufacture for a period of 12 hours and then allowed to stand for another 12 hours to drain off excess oil. '

5.2 Shuttles shall be free from big knots, cracks and any other visible defect which is likely to affect the life or usefulness of shuttles.

5.3 The surface shall be sanded smooth.

5.4 Angle of shuttle (bevel) shall normally be $86^\circ \pm 1^\circ$.

6. Atmospheric Conditions for Conditioning and Testing — In case of dispute or if agreed to between the buyer and the seller, the test sample shall be conditioned to moisture equilibrium and tested in the standard atmospheric conditions, that is, 65 ± 2 percent relative humidity and $27 \pm 2^\circ\text{C}$ temperature [see also IS : 196-1966 ' Atmospheric conditions for testing (revised) '].

7. Marking — Each shuttle shall be marked at a suitable place with the brand or trade-mark of the manufacturer.

7.1 ISI Certification Marking — Details available from the Indian Standards Institution, New Delhi 1.

8. Packing — Packing of shuttles shall be in pairs tied together. The difference in weight of the shuttles in a pair shall not be more than 25 g or as agreed to between the buyer and the seller.

*Since revised.